

LINE COPY

September/October 1998 Fairfax County Fire and Rescue Department



50th Anniversary Commemorative Badge



For ordering information see page 10.



Glenn A. Gaines

"Successful emergency response organizations commit to proactive, risk reduction programs."

From The Fire Chief . . .

Successful emergency response organizations commit to proactive, risk reduction programs. In this issue I would like to discuss two programs the Fire and Rescue Department is supporting this fall. The first, the child safety seat installation and inspection program is designed to reduce the injury and loss of children in vehicle accidents. In September, we will be offering expanded services at several fire stations. In order to offer this service, we must train our personnel to provide accurate information to our constituents. To that end, we will offer child safety seat certification classes to all interested personnel. I encourage you to get involved and support this important program.

Once again this fall, we embark on another Fire Prevention Week Open House program. I encourage you to get involved in providing fire and life safety information to our residents. I would encourage each fire station to join forces in communicating the fire and life safety message. Combination stations must ensure that both career and volunteer personnel get involved in the program. I am convinced when we come together; we are most effective and productive. At our career stations, we should seek assistance from the community, including the private sector in providing our program. Once again all of our senior staff will be expected to be out in the community, visiting fire stations and interacting with our personnel and our residents. ❖

Find a job you really love, and you will never work another day in your life.

Glenn A. Gaines, *Fire Chief*
Dan Schmidt, *Editor*
Jackie Lewis, *Production Editor*
Scotty Boatright, *Staff Photographer*

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Fairfax County
Fire and Rescue Department
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Fairfax, Virginia 22030
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Incident Review

Everything Went Right

By Captain II James S. Lawson
Station 11, A Shift

On June 24, 1998, at 1843 hours, companies from the sixth battalion were dispatched to a fire in a multiple-family dwelling located at 6735 Tower Drive in the Groveton area. The structure is a typical three-story garden apartment building, approximately 200 by 70 feet, built in the early 1960s. Side one of the structure, which is the main entrance, faces a lawn area and is accessed by a sidewalk. The entrance is approximately 100 feet from a parking lot located on side two. Side three of the building faces Tower Drive and is set back approximately 30 feet from the street. Side four is a landscaped area which separates the fire building from a similar multiple-family dwelling. The weather was clear. The temperature was about 90 degrees with high humidity and the wind was calm.

As the responding units were pulling out of Station 11, personnel observed heavy smoke in the area of the dispatch address which is approximately half a mile from quarters. Engine 411 arrived on the scene within a minute of the dispatch and was confronted with heavy fire venting from the ground floor terrace doors and windows of one apartment on side three of the building. The situation was further complicated by numerous police cars that were congesting the area who were responding to an unrelated incident.

Initial size-up indicated that the public hallway on side one of the building was free of smoke. The decision was made to initiate operations from side three and keep the individual hallway entrance doors closed to maintain the favorable conditions in the stairwell.

Engine 411 went to work stretching a one and three-quarter inch handline to the terrace doors of the fire apartment on the ground floor. As the first-in companies were initiating operations, building occupants were still coming

out of the building. The fire primarily involved the living room, kitchen, hallway, and front bedroom of this three-bedroom unit. Further size-up led to the suspicion of vertical extension to the unit above the original fire unit. This was indicated by the heavy smoke under pressure observed at this level. This suspicion was confirmed as Truck 411 began their vent, enter, and search operation on the floor above the fire unit. The fire extended in the void spaces and the vertical pipe chase.

A second alarm was transmitted due to the vertical fire extension and the possibility of occupants still being in the building. Engine 409 was directed to establish a water supply for Engine 411 by reverse laying to a hydrant approximately 400 feet away. Engine 409's personnel were also directed to stretch a handline to the floor above the fire, through the balcony doors over one of the several ground ladders placed to that floor by Truck 411. Engine 409 and Truck 411 were able to stop the vertical extension at that point.

Rescue Squad 411 vented the ground floor fire apartment and entered through the back side bedroom window (this was a three bedroom, L shaped apartment that wrapped around with a

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Geographic Information System Helps Management Decision-Making

*By Laurie Shertzer
Headquarters, Planning Section*

The Fire and Rescue Department began using the County's geographic information system (GIS) in September 1996. Initial projects were limited due to the available data sets within the County. However, analysis of emergency incidents by time of day and geographic region were possible. Several projects were created to geographically depict the service demands throughout the County. This provided the Department with different information for management and strategic decision-making.

As the County's GIS continued to expand, the Department was able to conduct more complex analysis. Most notably was the acquisition of Network Analyst, an ArcView software extension module. This program allows the user to conduct analysis traveling along a network (i.e., streets, pipelines, etc.). The following are just a few examples of studies conducted by the Department using this module.

Station Five-Minute Response Areas

The Fire and Rescue Department's first project using the Network Analyst extension consisted of recreating five-minute travel response areas from existing fire and rescue stations, based on an average travel speed. The resulting map, which is used for station location planning, is updated whenever the average travel speed figure is revised.

The average travel speed throughout the County was added to the street theme as an additional attribute to each street segment. The Network Analyst extension was invoked to travel five-minutes along the road network from each fire and rescue station. The result was two themes: street segments within the five-minutes and polygons around each of the five-minute

area streets. The resulting themes were converted to shape files and utilized in other projects. To validate the results, the five-minute streets were overlaid on a shape file previously created using the manual process. The two themes were almost exactly the same.

The real benefit of this tool is that areas of coverage, based on travel time, can efficiently be created utilizing many different parameters. In addition, actual travel speeds can be assigned to the street segments to obtain more realistic results. The manual process to create this particular map typically took 40 staff hours and had to be based on an average travel speed. With Network Analyst, the travel areas were recreated in approximately 30 minutes (a 98 percent reduction in staff time). The table has now been modified to incorporate actual travel speeds.

EMS Unit Placement Study

In 1997, the Department began a study of emergency medical services (EMS) activity and the location of EMS transport units. There are clearly defined response time objectives for the arrival of appropriate EMS units to the scene of advanced life support emergencies. GIS was used to determine areas of coverage by advanced life support transport units within the stated response time objectives. These coverage areas were displayed over the ALS activity for calendar year 1996 to determine timely unit response to the heaviest activity areas. This information was used as a basis for analysis of EMS transport unit locations. Additional historical data was analyzed to identify geographic trends and opportunities for relocating units to improve EMS services. The relocation of EMS transport units recommended in this study were implemented in early 1998.

Without GIS, this analysis of response areas would have taken approximately 40 hours initially and an additional 2-5 hours for each relocation scenario. Since the travel speed attributes were added to the street theme for the previous project, this analysis only took 15 minutes for each scenario (a time saving of more than 99 percent).

Rescue Squad and Truck Redeployment Study

The Rescue Squad and Truck Redeployment Study was conducted using a similar methodology to that of the EMS Unit Placement Study. However, actual travel speeds were used to determine the response coverage areas, rather than average speeds. This resulted in response coverage areas that were more realistic since they were actually based on the varying travel speeds. In addition, zoning and traffic volume information was incorporated into the final analysis. The recommendations of this study include relocation of several units, which are being reviewed by management.

Firebox Response Orders

The Department currently divides the County into unique response areas based on the order in which units would be dispatched (response order). Currently the response orders are based on the closest units by distance; however, GIS analysis of the travel routes produced a different response order based on travel time. The new orders allow the dispatch system to send units who can provide the most efficient response to emergency incidents. This change will improve the overall service delivery since time is often critical to providing emergency services.

The manual process of determining response orders required a significant amount of staff time and only used travel distance. Determining response orders with various speed limits along the roadway would have been impossible manually. GIS allowed us to accomplish this task using actual speeds and with significantly less staff effort. The result is an improvement to the dispatch system and quality of service delivery.

Future efforts to use GIS within the Department include integration with the new computer aided dispatch system and global positioning of resources, as well as integration of real-time traffic flow information with the dispatch system. Additional applications of GIS will be incorporated within the Department as management becomes more familiar with the vast capabilities. ♦

Fill The Boot



Firefighters (Station 18, B-Shift) participate in the MDA kickoff along with (left to right) Katherine K. Hanley, Chairman, Board of Supervisors; Fire Chief Glenn A. Gaines; Sean Burke (MDA Poster Child for the Metropolitan Washington Area); Technician Ronald J. Kuley (Station 26, A-Shift); and Supervisor Elaine McConnell, Springfield District.

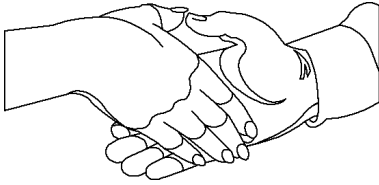
Breaking The Record

Fairfax County Professional Firefighters collected over \$139,000 for the Muscular Dystrophy Association's Labor Day Fill the Boot campaign breaking the Department's all-time record.

The top ten stations are:

1. Station 11 \$12,686
2. Station 18 \$11,936
3. Station 14 \$9,416
4. Station 34 \$8,206
5. Station 26 \$6,979
6. Station 24 \$6,129
7. Station 29 \$5,528
8. Station 13 \$5,314
9. Station 30 \$4,757
10. Station 22 \$4,555

Awards & Presentations



Captain Edgar I. Burlingame Jr., received an Outstanding Performance Award for his exemplary management skills at Station 22. He is recognized for maintaining a good working relationship with the business and civic communities of the Springfield area, including five gasoline distributors at a tank farm. He has provided continuous opportunities to provide safety recommendations and increase Department services to local businesses.



Richard F. Derrickson (FPD) was presented with the Outstanding Performance Award for consistently displaying a high level of production and initiative in all facets of his position. He helped building designers and engineering firms achieve code compliance while meeting development needs. He has frequently been recognized by customers for his quality review and rapid response.

Lieutenant Natalie D. Robb (Station 32, C-Shift) was recognized with a Career Achievement Award for her outstanding performance with the design and evaluation of the Freightliner FL-60 chassis. Lieutenant Robb and her committee accepted the task of designing the patient care area. The "Fairfax" design has become the accepted design throughout the Metropolitan area.



Hot Shots



Units marked on the scene at 1090 Rocky Run Road to find this single-family home fully involved in fire. A tree had fallen on electrical lines (pulling electrical service) from the home causing the fire. The home, valued at \$200,000, was a total loss.



This three-alarm townhouse fire caused \$200,000 damage. The townhouse is located at 5610 Gresham Lane in the Centreville area. Six families were displaced. The cause of the fire was an unattended smoker barbecue.



Extensive extrication by Rescue Squad 14 at the intersection of Burke Centre Parkway and Ox Road. Department personnel treat several patients from this multi-vehicle accident.



Firefighters search a lake at the Pleasant Valley Golf Course for a reported vehicle into the lake at 4715 Pleasant Valley Road. Firefighters located a vehicle with a deceased victim inside.

(continued from page 3)

bedroom facing side one of the building) of the apartment conducting an aggressive primary search of the bedrooms. The primary searches on both the fire floor and the floor above were completed quickly, all with negative results.

The intent was to have the third and fourth engines establish a separate water supply at the side four parking lot and stretch a handline to the top floor or attic through the public stairwell on side one, in anticipation of the fire extending up the vertical pipe chase. Truck 411's driver positioned the aerial at the roof in anticipation of opening the roof above the vertical pipe chase. The fire was quickly darkened down on both floors as a result of the aggressive venting operations conducted by the rescue and truck companies, which eased the handline advancement. The third handline stretch and roof venting were not required. Secondary searches, utility control, and overhaul were done by subsequent units in order of priority.

All personnel responding with the first alarm assignment, particularly those assigned to Engines 411 and 409, Rescue Squad 411, and Ambulance 411, assisted Truck 411 with the outside venting and ladder work performed exceptionally. Those of us who have been around for a while have all most likely witnessed an incident similar to this which ended up extending to the roof and destroying the entire building. It was only through the joint efforts of the personnel with the first arriving companies that this incident was mitigated quickly.

There are several key points in this incident that warrant emphasizing in hopes of passing on lessons learned:

- If you encounter a fire on any floor other than the top in a garden style apartment with an open stairwell, and the hallway landing door to the fire apartment is closed, attempt to base your initial fire attack from an outside patio or balcony door entrance. Most apartments are separated from the stairwell by a fire door. If it's closed try to keep it closed to maintain the integrity of the stairwell that other building occupants (and firefighters) are using for evacuation. In the past we have always been taught to attack the fire

from the stairwell. If you open the stairwell door to accomplish this, you will most likely trap anyone on the upper floors. If the fire originates on the top floor, the first line stretched by way of the stairwell is a good tactic since you won't be exposing anyone above you. During this incident, the stairwell doors to the apartments involved in fire were kept closed, and the stairwell remained tenable throughout the incident. It is important that engines use only the straight stream selection on their advancing handlines to avoid pushing heat, smoke, and fire through the apartment. It is also important to note that the rescue company personnel conducting the primary search on the fire floor from the backside of the fire experienced nominal discomfort from steam and heat as the fire was being darkened down.

- Aggressive venting, in a situation such as this incident, is the key to a quick and successful engine operation. Truck and rescue company personnel quickly removed all the windows to the affected apartments using ground ladders (dropped through windows) and standard hand tools. The first engine personnel was virtually able to walk through the apartment while darkening down the fire. The venting also greatly improved conditions in the apartments and allowed for an easier and quicker primary search. The truck company was also one step ahead of the game by placing aerial ladders to the roof and preparing to open the roof in anticipation of vertical spread. It is also important to note that a major contributing factor in the outstanding and effective truck work is due to having two companies carrying out these duties in the initial stages of the fireground operation. There were actually a total of two officers and six firefighters (including the ambulance crew) performing truck company duties, primarily venting, searching, and reporting fire extension. The positive results are obvious and this should be testimony for justifying increased staffing for truck companies, particularly those that do not operate in close proximity to rescue companies.

- On this particular incident, there were no less than four ground ladders and an aerial

ladder placed to the upper floors of the fire building. Egress and alternate escape routes were provided for all personnel operating in the hazardous area above the original fire unit.

- This particular fire had potential for extending to the upper floors and eventually taking possession of the entire building. You should expect extension in the vertical pipe chases and voids in this type of occupancy and construction. Take steps early in the operation to cut off vertical fire spread.

- Once the need to stretch more than two handlines off of a single engine exists, it is safer to stretch additional lines from third or fourth engines supplied by a separate water source. If mechanical or water supply problems develop with the first engine, you still have operating handlines that can be relocated if necessary.

Freelancing is an unacceptable practice that has happened in the past. The personnel on the first arriving apparatus knew what their responsibilities were prior to arriving at the incident, and they carried them out in a highly professional manner while knowing where the other companies were operating and what they were doing. This was a textbook operation carried out by hard working and motivated personnel. The reason this incident was not highly publicized was because everyone did their job, did it well, and put it out before it got real big! ♦

Fire and Rescue Department Honor Guard

*By Lieutenant George O. Gonzalez
Station 25, A-Shift*

The Fairfax County Fire and Rescue Department Honor Guard was formed in 1978. The group consists of professional firefighters and paramedics who are proud, dedicated, and honored to carry and show the colors. Many of the team members bring knowledge and expertise from experience with the Army's Old Guard, Air Force's Presidential Honor Guard, and other military services.

The members of our Honor Guard work hard at cross-training and perform dual roles whenever they report for duty. This includes: firefighting, emergency medical services (EMT and paramedics), hazardous materials, swift water rescue, Urban Search and Rescue Task Force, heavy rescue, fire investigation, fire inspections, and public information and life safety education.

The Honor Guard has participated in the Washington Redskins opening day football games, the Fallen Fire Fighters Memorial, Fire Department Instructor Conference (FDIC) Competition, United Way Campaign Opening, Fairfax City Independence Day Parade, Washington, D.C. Independence Day Parade, and the Fairfax County Fair. Recently, the Honor Guard competed in the Color Guard category at the 1998 Independence Day Parade on July 4 in Fairfax City. The six individuals who competed in the Color Guard category won first place. The team also won third place in the FDIC National Fire Department Honor Guard Competition this year. ♦



Members of the Honor Guard that participated in the Fairfax City Independence Day Parade are: Lieutenant George O. Gonzalez, Lieutenant Jerome I. Williams, Technician Derek A. Edwards, Firefighter Cecil C. Starkey, Firefighter Michael T. King, and Firefighter Rickie L. Atkins.

**50th Anniversary
Fairfax County Fire and Rescue Department
Price List**

DUTY SIZE BADGES (2 7/8")

Antique Bronze (numbered but no enamel)	\$24.95
2-Tone (gold and silver plated jewelers bronze, numbered with enamel)	\$39.50
Vermeil (24KT gold plate over solid sterling silver, numbered with enamel)	\$97.50

BUCKLES (2" x 3" oval for both dress or casual)

Antique Bronze (numbered but no enamel)	\$24.95
2-Tone (gold and silver plated jewelers bronze, numbered with enamel)	\$39.50
Vermeil (24KT gold plate over solid sterling silver, numbered with enamel)	\$97.50

BADGE KEY FOB (Firefighter prayer tooled on back)

Antique Bronze (no enamel)	\$10.00
2-Tone (gold and silver plated jewelers bronze, with enamel)	\$24.95
Vermeil (24KT gold plate over solid sterling silver, with enamel)	\$49.95

BADGE LAPEL TAC

Gold Plate (no numbers, with enamel)	\$6.00
Solid Sterling Silver	\$32.50
Solid 14KT Gold	\$110.00

BADGE TIE BAR

Gold Plated (no numbers, with enamel)	\$9.50
Solid Sterling Silver	\$32.50
Solid 14 KT Gold	\$110.00

BADGE PENDANT (no number, no enamel, chain not included)

Solid Sterling Silver	\$32.50
Solid 14KT Gold	\$110.00

BADGE AUTO EMBLEM (Adhesive Backed for Easy Fastening)

Gold Plated (with enamel)	\$6.00
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LUCITE EMBEDMENT (single item only) Add \$29.50

Send or fax orders to:
**Fairfax County Fire and Rescue Department
50th Anniversary Center
Postal Drawer 858
Taos, NM 87571**

For information call:
OFC: (505) 758-4233 (10 a.m. - 3 p.m. EST)
FAX: (505) 758-4235 (ANYTIME)
Email: proline@newmex.com

Order Form

Ship To: _____
 Name _____
 Address _____
 City _____ State _____ Zip _____
 Telephone # (____) _____

DUTY BADGE (indicate quantity, metal finish, rank and edition number)

Quantity	Metal Finish	Rank (only)	*Edition#	Price
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

BELT BUCKLE (Indicate quantity, metal finish, name or rank [add \$5] and edition number)

Quantity	Metal Finish	Name or Rank	*Edition #	Price
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

KEY FOB (indicate quantity, metal finish)

Quantity	Metal Finish	Price
_____	_____	\$ _____
_____	_____	\$ _____
_____	_____	\$ _____

BADGE LAPEL TAC

_____ Gold Plate _____ Sterling Silver _____ 14K Solid Gold \$ _____

BADGE TIE BAR

_____ Gold Plate _____ Sterling Silver _____ 14K Solid Gold \$ _____

BADGE PENDANT

_____ Gold Plate _____ Sterling Silver _____ 14K Solid Gold \$ _____

BADGE AUTO EMBLEM(S)

_____ Gold Plate _____ Sterling Silver _____ 14K Solid Gold \$ _____

_____ Gold Plate _____ Sterling Silver _____ 14K Solid Gold \$ _____

LUCITE EMBEDMENT (indicate item to be embedded) _____ \$ _____

Method of Payment:

☐ Check ☐ Visa ☐ Mastercard Subtotal: \$ _____

Please make checks payable to:

Shipping/Ins.: \$ \$7.50

Fairfax County Fire and Rescue 50th Anniversary

Grand Total: \$ _____

Credit Card Number:

_____ Expiration Date: _____

Thank you for your order!

* - second and third # choices

* **CAPTAIN DONALD R. LA PRAD**
211 Barrows Court
Fredericksburg, Virginia 22406

July 24, 1998

Chief Glenn A. Gaines
Fire and Rescue Department
4100 Chain Bridge Road
Fairfax, Virginia 22030

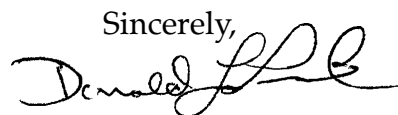
Dear Chief Gaines:

I would like to express my deepest appreciation and gratitude to you and your organization for the recognition I have received for the assistance I gave to Captain Michael L. Nelson. It was my pleasure to assist such a fine gentleman as Mike and I am glad to meet such wonderful people such as his family, friends, coworkers, and yourself.

I will treasure the Certificate of Valor for the rest of my life. I am proud to receive it from such a fine organization such as yours. I had a copy made and put them in the two most important places I have, my living room and my office. My spouse shares it with everyone that visits. I also hope that the invitation to visit your department is still open. I would very much like to learn more about the internal affairs of Fairfax County Fire and Rescue.

I also would like to share my feeling with you that I have never seen a department that cares so much for its employees to do something of this magnitude. The effects of this have not only been felt by your personnel, but mine as well. This is what makes an organization the best and creates such a good working environment. Since the newspaper articles were printed, I have received phone calls from friends and former coworkers that have made statements about how caring Fairfax is for doing this for one of its own.

Again, let me thank you and guarantee that this Certificate will be a most valued treasure for the LaPrad family.

Sincerely,

Donald LaPrad

Large Loss Fire Investigations

Date: 07/28/98 **Box:** 3201 **Address:** 5324 Ox Road **Type:** House **Cause:** Undetermined
Value: \$80,000 **Loss:** \$75,000 **Status:** Open

Arrests/Petitions

Date: 07/12/98 **Box:** 0411 **Address:** 12574 Rock Ridge Road **Type:** Outside Chemical Bomb
Narrative: Fire investigators charged three adult males and three juvenile males with unlawful activities. Trial dates have been set for August 25 and September 1, 1998.

Date: 07/12/98 **Box:** 0410 **Address:** 1332 Shallow Ford Road **Type:** Outside Chemical Bomb
Narrative: Fire investigators charged three adult males and three juvenile males with unlawful activities. Trial dates have been set for August 25 and September 1, 1998.

Date: 07/14/98 **Box:** 0406 **Address:** 12011 Creekbend Drive **Type:** Outside Chemical Bomb
Narrative: Fire investigators charged three adult males and three juvenile males with unlawful activities. Trial dates have been set for August 25 and September 1, 1998.

Date: 07/25/98 **Box:** 2106 **Address:** 12000 Block of Vale Road **Type:** Vehicle **Narrative:** Fire investigators charged a 33-year-old male with burning personal property. A trial date has been set for September 1, 1998.



A three-day training exercise with a live passenger train derailment demonstration took place at the Fire and Rescue Academy. This pilot program included 18 firefighters from Fairfax County along with representatives from Amtrack, MARC, Maryland Department of Transportation, Virginia Railway Express, New Jersey Transit, Long Island Railroad, CXST, and National Transportation Safety Board. Representative Frank R. Wolf, Virginia, attended the demonstration.



An abandoned house on the old Wells Farm, located on Lee Highway adjacent to Station 30, was used for OARS training to enhance suppression skills.

Anniversaries

5 Years

FF Rickie L. Atkins
 Tech. Robert A. Banasik
 FF David G. Bender
 FF Jerome J. Bethea
 FF Donald E. Bowers
 FF Douglas E. Butler
 Tech. Anthony L. Cabrera
 Tech. Bradford A. Cochrane
 Tech. Arthur D. Cox
 Tech. Charles R. Cunningham
 Tech. David W. Hall
 Jay M. Hartman, SBI
 Tech. Joseph E. Knerr
 FF Shirley A. McMillan
 Tech. Matthew A. Mueda
 FF Michael C. Nelson
 Tech. Stephen T. O'Brien
 Tech. Ronald S. Pifer
 FF Hao T. Sevenser
 FF Asia N. Stoltmann
 Tech. John L. Walser
 FF Wade H. Watson

10 Years

FF Lawrence M. Braswell
 Tech. Richard A. Dawley
 FF Dale W. Dommel
 FF John D. Imlay
 MTech. Joseph P. Kieler
 MTech. Tony C. Kostecka
 Acting Tech. Anthony D. Mullins
 Tech. Thomas J. Papoutsis
 Tech. Karl C. Sallberg
 Tech. Samuel L. Sandeen
 Tech. Jeffrey L. Smith
 Richard F. Twomey, Eng. II
 Cheryl S. Wood, Eng. II

15 Years

Francis X. Burns, SBI
 David J. Thomas, Eng. III

20 Years

FF Eugene W. Beach
 Lt. Lawrence M. Carter
 Lt. Hampton N. Dove
 BC James T. Harrison
 Capt. II Barry W. Jacobs
 Capt. II Michael T. Reilly
 MTech. Jerry L. Smith
 Capt. I Philip R. Tricarico
 Capt. I Richard P. Tricarico
 Tech. William B. Wheatley

25 Years

Tech. Donald C. Booth
 Lt. Dwight M. Hulvey
 DC Clark O. Martin
 Tech. Donald R. Moran
 Lt. Michael A. Seabright
 MTech. Dean R. Sherick
 Tech. Richard S. Simpson
 BC James W. Swiggett

30 Years

Tech. Raymond M. Moats

Retirements

Firefighter Ralph K. Shriver

May 6, 1974 - August 26, 1998

Technician Thomas M. Simcoe

August 20, 1973 - August 14, 1998

Firefighters' Ball

The Annual Firefighters' Ball will be held on November 7 at the Elks Lodge located at 8421 Arlington Boulevard in Falls Church. The festivities start with a social hour at 5 p.m. The cost of the dinner/dance is \$25 per person. If you would like to attend the dance only at 9 p.m. the charge is \$10 per person. The deadline for reservations is October 30.

Please don't forget to make your reservation as soon as possible. Contact Jackie Lewis in the Public Information and Life Safety Education Section, 246-3969, if you have any questions or to have your name added to the reservation list. Payment can be made to Jackie or at the door on the night of the event.

Funds raised from the Firefighters' Ball benefit the Firefighters' Fund of Fairfax County.

Fairfax County Fire and Rescue Retirement Association, Inc. 7th Annual Golf Tournament

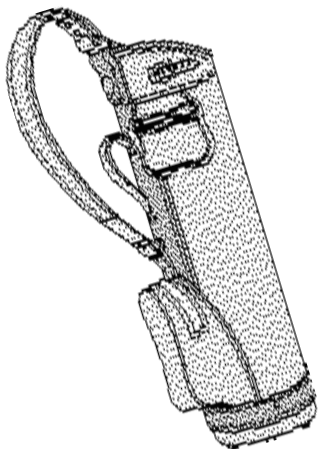
Benefits Firefighters' Fund



The Fairfax County Fire & Rescue Retirement Association, Inc., will hold its 7th Annual Golf Tournament on Monday, October 19, 1998. The tournament will be held at the Hidden Creek Country Club in Reston, Virginia. The entry fee per player is \$110 which includes lunch, dinner, beverages on the course, green fee, cart, range balls, and one raffle ticket on a 1998 set of irons with graphite shafts and bag. The registration fee also includes an awards ceremony with door prizes. Players are needed and, space limited to 30 teams. Player registration will begin at 11 a.m. followed by lunch. The tournament will be a shotgun starting at 1 p.m.

Player registration fees reimburse the country club for its services. The retirement association raises funds from the sponsors of holes and greens, donors of door prizes, and the raffle.

For more information, please contact Junior Green at 591-2026 or Jeff Jenkins at 281-9074.



Top 10 Activity Report

July 1998

Ambulance

<u>Unit</u>	<u>Calls</u>
A 413	180
A 409	160
A 431	148
A 410	146
A 411	142
A 408	139
A 430	139
A 434	138
A 436	128
A 414	123

Engine Company

<u>Unit</u>	<u>Calls</u>
E 410	232
E 404	217
E 409	209
E 408	206
E 422	204
E 413	197
E 418	189
E 401	187
E 429	187
E 411	185

Rescue Squad

<u>Unit</u>	<u>Calls</u>
S 426	128
S 421	102
S 411	95
S 418	95
S 401	75
S 414	62
S 419	55

Medic

<u>Unit</u>	<u>Calls</u>
M 418	223
M 425	206
M 404	190
M 410	189
M 405	172
M 409	172
M 429	170
M 426	168
M 402	167
M 408	167

Rescue Engine

<u>Unit</u>	<u>Calls</u>
RE 425	204

Ladder Company

<u>Unit</u>	<u>Calls</u>
T 425	108
T 410	106
T 436	91
T 429	87
T 401	86
T 430	81
T 411	75
T 424	62
T 422	53
T 405	52

Unit activity is compiled from the event history file. A unit must be dispatched to a call to be included in an event history file. A unit add-on is not considered a dispatch. Mutual aid dispatches are included in the activity report.



Station Profile

Herndon Fire and Rescue Station #4

Captain II
J. Scott Cullers
Station Commander

Station constructed: 1950

Station logo/motto: None

Station specialty: None

Square miles in first due area: 9.6

Specific hazardous/target areas: Nineteenth century single-family dwellings, Reston Hospital, Cameron Glen Nursing Home, rapid multi-family and commercial building growth, and North County Mental Health Facility.

Equipment assigned to station: Engine, medic, pumper, and medic reserve

Station personnel: *A-Shift:* Capt. I Dennis W. Duff, Lt. Jeffrey B. Sager, Lt. Wayne P. Wentzel, MTech. Jeffery L. Stocks, Tech. Ronald S. Pifer, FF George W. Weaver, FF Philip A. Jenkins; *B-Shift:* Capt. I Richard P. Tricarico, Lt. Paul S. Stuart, Lt. Eric G. Erlendson, MTech. Olin E. Carper, Tech. Michael N. Ragland, FF Darrell B. Oliver, FF Robert J. Pilsucki; *C-Shift:* Capt. II Jeffery S. Cullers, Lt. Stuart L. Smith, Lt. Glenn D. Kaplan, Tech. John L. Walser, Tech. Cheri E. Zosh, FF Carol A. Laymon, FF Juan D. Campodonico.

Line Copy can be viewed on the Fairfax County Fire and Rescue Department Web Site.

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Fairfax County Fire & Rescue Department

Attn: Public Information and Life Safety Education Section
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